TEXAS-LOUISIANA PETROLEUM RECORD AND

Oil Investors' Journal

THE TRUTH AND NOTHING BUT THE TRUTH CONCERNING THE BEAUMONT FIELD AND OTHER SOUTHWESTERN OIL FIELDS.

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FURTHER SLUMP IN AUGUST

Humble Production Drops to 56,000 Barrels and Not Much is to be Expected of New Wells—Total of 384 Drilled Up to August 1, of Which 99 Were Producing on That Day—Investment in Field Operations Not Less Than $3,000,000—Only Nine Wells Completed During the First Two Weeks of This Month—Pipeline Companies Mark the Price Up Two Cents—Review of the Texas-Louisiana Districts.

August will show a slump in production and in field operations in the Southeast Texas districts. In the first two weeks of the month the Humble output declined from 77,000 to 56,000 barrels, with prospects of a further decrease, which can hardly be overcome by the new wells that will be completed from time to time. The Harris County field has maintained a high average of production longer than any of the other Southeast Texas districts, excepting Spindletop. This has been acomplished by a rapid development of the field's extensive area. That portion of it which was good three months ago is no longer a factor in the production. Wells have not lasted long, as a rule, but they have been drilled in great numbers, and this has kept the output up to a high level for an unexpectedly long period.

A record of drilling operations at Humble up to August 1 showed that 384 wells had been drilled up to that date, and there were then 27 wells drilling and thirteen rigs up, making a total of 424 wells drilled, drilling and rigs up in the seven months since active development of the field began. This is at the rate of more than 60 a month, or two a day. On August 1 there were 99 wells producing at Humble, indicating that of the 384 drilled up to that date 285 were out of commission or abandoned. In the Long tract and the west border of the Cherry tract, where operations were at their height in the spring, more than 100 wells have been abandoned. About one well in four is producing.

Probably $3,000,000 Invested in Wells and Equipment.

These figures indicate that the field has been an expensive one in which to work, and if a record of the cost of operations could be obtained it would no doubt prove that more money has been put in than has been taken out. Putting the wells at $8,000 each, which is a conservative estimate of the average cost of a Humble well and the equipment necessary to operate it, the expenditure has been in the neighborhood of $3,000,000. This is probably below the real total. If the output of the field be figured at 14,000,000 barrels, at an average cost price of 16 cents, the amount realized on the oil produced has been $2,240,000.

There were 27 wells drilling and 11 rigs up on July 31. By August 15 the number of wells drilling had been increased to 34 and the number of rigs up showed a decrease of one. The greatest decline in field developments has been in the number of wells completed. Forty-five were completed in July, of which three were blow-outs—Hart & Company's No. 2 on the Adams, Jim Hamil's No. 1 on the Eckols, and Crosbie's No. 4 on the Weed. In the first two weeks of August only nine wells were completed—Landslide No. 8 on the Dunman, Sharp & Hughes No. 3 and 4 on the Herman, Kirk Hamil's No. 1 on the Eckols, Granberry & Smith's Nos. 8 and 15 on the Herman, Moonshine-Producers No. 4 on the Sharp four acres, National Oil & Pipe Line Company's No. 1 in Block 2 of the Cherry, and Brooks & Company's No. 4 on the Brooks ten acres. The marked falling-off in completions is having its effect on production.

Of the 34 wells drilling on August 15 the Moonshine Company and the Producers Oil Company were sinking 11 jointly and the Moonshine Company was putting down one jointly with the Drillers Oil Company. Two of the Moonshine-Producers wells are drilling on the Moore 55 acres, three on the Sharp 4 acres, one on the Moonshine 100 acres and five on the Harrell 10 acres. The Moonshine-Drillers well is going down on the Fuller 10 acres.

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EVERYTHING NEEDED ABOUT AN OIL WELL

Southern Car Manufacturing and Supply Co.

BEAUMONT, TEXAS.

Three wildcats are in the list of drilling wells—the Simms, Farish & Blaffer well on the Dunman, 1300 feet from the Moonshine-Drillers well, which is the farthest east, the George A. Carden test, also on the Dunman, and still farther from proven territory, and the Burt-McGaffey test, one and one-half miles east of the field.

Wells Drilling in the Month of August.

Other wells drilling on August 15, included the following: Hart No. 1 on the Adams; De Vore No. 2 on the Dunman; Esperson No. 4 on the Busch; Higgins Oil and Fuel No. 11 on the Eckols; Fisher No. 5 on the Eckols; Nose Base No. 4 on the Eckols; Silverstein No. 2 in Block 2 of the Cherry; National Oil and Pipe Line No. 2 in Block 2 of the Cherry; Underwood and Weed No. 1 on the Brooks [illegible]; Swarts [illegible] No. 2 on the Dunman; [illegible] No. 2 on the Cherry; [illegible] No. 1 on the Cherry; Barber [illegible] 1 on the Holmes; Land [illegible] No. 3 on the Dunman; Brooks and Company No. 9 on the Brooks 10 acres; Reeves and Co. No. 1 on the [illegible]; R. Beatty No. 9 on the Eckols; Queen Bee No. 1 on the Dunnobeam and Quay and Harper No. 1 on the Dunnobeam.

Rigs Up in the Field.

Rigs were up on the 15th as follows: Brooks and Company Nos. 6 and 7 on the Brooks 10 acres; Granberry and Smith Nos. 9, 10 and 13 on the Herman; Ninety-Nine Pumping Company's No. 7 on the Brooks 10 acres; Moonshine-Producers No. 21 on the Moonshine 100 acres; Sharp and Hughes No. 5 on the Herman; Big Hill No. 1 on the Weed and one rig on the Eckols.

Four Wells Abandoned in July.

In the month of July the following four wells were abandoned: Hamilton No. 5 on the Hirsch (this well was drilled on the extreme west side of the field); Heywood Oil Company's Nos. 3 and 4 on the Weed, and Moonshine No. 32 on the Weed.

Unfavorable Developments Indicate a Further Decline.

All of the Landslide wells on the Dunman, east of the Cherry tract, have quit producing. There were four good ones on this property. Many of the best wells are showing water and B. S., indicating that they will be out of the producing list before many days have passed. The McKallip well on the west side, one of the largest in the field, is showing a percentage of water. Others in the same territory are affected. The Moonshine-Drillers well on the east side, the wells on the Brooks ten acres and in the north part of the Cherry, the Granberry and Smith wells on the Herrman and a few on the Weed are supplying the bulk of the field's output. Compressed air is being used in nearly all of them, and when the percentage of water gets above a certain point, the air ceases to be effective.

National Gets a Good Producer.

The National Oil and Pipe Line Company's No. 1 in the north part of the Cherry tract at Humble is developing into a first rate producer. It came in a gas well, but after blowing for awhile developed into an oiler and at last accounts was flowing from [illegible] to 1,000 barrels a day. The No. 2 well showed oil in a shallow sand but efforts to bring it in failed and it is being drilled deeper.

Security Does a Fast Job of Pipe Laying.

The Security Oil Company's six inch line from Batson to Dayton was completed on the evening of August 13. The twenty-seven miles of pipe was laid in twenty-three days—one of the fastest jobs of pipe line construction on record in the Texas fields. Considerable trouble has been experienced in getting pipe lines across the Trinity river this year, owing to high water and a swift current. The Security line was plugged at one end and pulled across in less than a day's time. The line will be extended immediately from Dayton to Humble. A 55,000 barrel steel tank will be taken down at Sour Lake and rebuilt by the Pelman Iron Works for the Security Company at Humble. The completion of this company's facilities at Humble will give the field four pipe lines to tide-water at Port Arthur and Sabine, via Batson and Sour Lake. A fifth line is in operation to Houston for the shipment of fuel oil. The combined capacity of all the lines will be in excess of 50,000 barrels a day.

Guffey Line Completed to Humble.

The J. M. Guffey Petroleum Company completed its line from the Trinity river to Humble on August 12, but could not start pumping on account of the destruction by fire of its steel tanks at the pumping station at Humble on August 8. The line will be in operation, however, by the end of this week or the first of next week.

Production About 56,000 Barrels on August 15.

The production of the Humble field on August 15 was about 56,000 barrels, divided among the various lines about as follows: The Texas Company 14,000 barrels; J. M. Guffey Petroleum Company 21,500 barrels; Higgins Oil and Fuel Company, 10,500 barrels; Sun Company 2,500 barrels; Mutual Storage Company 5,000 barrels; all others, including the J. M. Abbott Company, Rio Bravo and Beatty 2,500 barrels.

Advance in Credit Balance Quotations on Humble Oil.

Pipe line quotations on Humble oil have been advanced two cents since July 26, and the price is now 17 cents. The Texas Company advanced the price from 15 to 16 cents on August 12; and from 16 to 17 cents on August 16. On the following day the J. M. Guffey Petroleum Company came up to the scratch by posting an advance of 2 cents on its price of 15 cents, which had been in effect since July 26. The quotations on other fields were not changed.

DEVELOPMENTS IN THE OLDER TEXAS-LOUISIANA DISTRICTS.

Jennings reported one well completed during the first half of August—Carnes, Bass and Benckenstein's No. 6. The gas pressure was not sufficient to make it gush, but it is producing about 2,000 barrels a day with the aid of compressed air.

Jennings-Heywood Syndicate No. 4 was a disappointment. This well looked good when the screen was set, but when it was bailed it showed only salt water. The Jennings-Heywood No. 5 is down about 1,100 feet. The eight inch casing was set at 900 feet.

The Wilkins Company's No. 4 is down 1,850 feet and almost in the sand. The drillers are using a two and one-half inch drill stem through the four inch pipe. They have been delayed by their failure several times to get returns, making it necessary to pump in a lot of mud to fill up the cavities.

The Morse Oil Company, which is drilling the West Virginia No. 2, set the six inch casing in this well at 1,700 feet. Boulders have proven troublesome in this hole. It may become necessary to set another string of casing and a smaller screen.

J. B. Tierce is rigging up to drill his No. 6. The Wilkins No. 1 is out of commission as a result of losing a string of one and one-half inch wash pipe in the screen, which is sanded up. The production of the field is running from 25,000 to 31,000 barrels a day.

The Carnes, Bass and Benckenstein pipe line to the Atchafalyaya river delivered 177,225 barrels of oil in the month of July. This month's deliveries promise to be as much. The average to date has been better than 6,000 barrels a day.

Old Well in the Hogg-Swayne Tract Is Producing.

It looks as if the Spindletop field had been defined on the west side. Burrows' well on the Gladys City lease, across the railroad track, is a failure. There was a good gas pressure at one point and this led to hopes for a producer, but no sand was found that would even guarantee a small pumper. G. W. Armstrong's second well on the Higgins Oil and Fuel Company's property is apparently not up to expectations, and there seems to be doubt as to whether it will prove a producer. In the Hogg-Swayne tract —the graveyard of several hundred stock companies—Price and Johnson have perforated the old American Oil and Refining Company's well and are getting more than 100 barrels a day from it. They have enjoined L. F. DeKay, another operator, from dynamiting the Arkadelphia well, sixty feet north of the American Oil and Refining Company's well, on the ground that such an act would affect the production of the well they are operating. Dynamite has been used with success on Spindletop in shooting out the casing in the shallow sands, and several good producers have been made out of wells that had been out of commission for many months. Perforating with tools is an expensive process. Dynamiting is a cheaper method. There are said to be instances, however, where the use of dynamite has been injurious to adjacent wells. The National Oil and Pipe Line Company is preparing to drill another well on the west side, in the flats, next to the railroad.

Terry Deep Well the Center of Interest at Sour Lake.

The Terry well, located on a two-and-one-half acre lease east of the Oliver twenty-six acres is the chief development of interest at Sour Lake. Between 1,930 and 1,950 feet a showing of oil was encountered, with considerable gas. On the 15th the well was spraying oil at the rate of two to ten barrels a day. A test of the oil showed it to be 31 gravity. Last fall a deep sand was developed at Sour Lake on the north side, yielding oil of a better grade than that found in the older portion of the field. Some of the wells on the north side are now pumping. If this sand exists on the east side it will result in a resumption of drilling operations at Sour Lake on an active scale. The Terry well is shut down at present, owing to an accident, but if it proves to be a paying proposition the east side will be plentifully punctured.

Batson Is Holding Its Own.

Batson holds up to 11,000 barrels a day or better, despite the fact that drilling operations have fallen off during the last six weeks. Several wells were completed in July, among them E. G. Christian and Company's No. 6, good for 300 to 350 barrels, Horkan's No. 7, producing 350 barrels, Wilson and Mayner's No. 2, about 300 barrels and P. Bartley's No. 1 on the Maryellen lease, about 200 barrels. Thrasher and others are drilling at a point 1,100 feet west of E. G. Christian and Company's No. 5. Browning and Company are drilling their No. 3 on the Paraffine thirty acres; the Ada Belle Company is deepening an old well on the Armstrong lease; Brice and Bradley are drilling southwest of the field and the Guffey Company is drilling on an old well near town. Producers are inclined to wait for a better market before drilling more wells.

No Developments at Dayton.

Dayton has developed nothing new in the past two weeks. D. R. Beatty has quit for the present. The Sun Company is drilling its two wells, and the Texas Company and Port Vernon Company are working, but apparently without result to date. The Higgins-Paraffine No. 4 has been abandoned and the same combination is rigging up to drill a new well at a point close to the No. 4. The Higgins well on the Haggerty league is going down, with nothing to report.

One Well Drilling at Caddo.

At Caddo things are very quiet. The Producers Oil Company is drilling its No. 3 at a depth said to exceed 1,400 feet. The Citizens Oil and Pipe Line Company has completed a gas well in its No. 1, and has made a location for its No. 3 well west of the first one. The intention of the company is to go after gas for the purpose of piping it to Shreveport twenty-two miles south of the field.

Test Started at Westfield.

A well has been started at Westfield, seven miles west of Humble, by Staiti, Porch and Granberry, who control a large tract of land in this district.

Nothing Doing at Blue Ridge.

Operations are at a standstill at Reamers Ridge and Blue Ridge, in Harris County. It is stated that the Blue Ridge proposition has been abandoned. The well at Reamers Ridge was shut down at 1,500 feet. The contractors say they expect to go another 500 feet.

Pierce Junction Well Is Deep.

The Howard Hughes well at Pierce Junction is down below 1,400 feet and still drilling.

LIGHTNING CAUSES ANOTHER FIRE IN THE HUMBLE FIELD.

At 7:50 on the morning of August 8 lightning struck steel tanks No 92 and No. 93 of the J. M. Guffey Petroleum Company at Humble, each of 55,000 barrels capacity, causing a fire which burned 44,360 barrels of oil in the two tanks, and later spread to the adjoining properties, consuming thirteen derricks, nine standard rigs, twenty-four wooden settling tanks, ranging in size from 250 to 1,200 barrels, three compressed air stations, and about 3,050 barrels of oil.

As in the case of the fire of July 23 at Humble, and the two fires of July 25 at Sour Lake, the tanks that were struck contained Humble oil, thus demonstrating for the fourth time in less than three weeks that the lightning is partial to the product of the Harris County field.

The same bolt struck both No. 92 and No. 93, ripping off the roof in each instance. This made it useless to apply steam to the tanks, as the fire was not confined and therefore could not be smothered. At 4:45 in the afternoon tank No. 93, on the north, boiled over and the burning fluid went over the levee which had been raised to stop it. Tank No. 92 boiled over a little later, but the levee held the oil. The tanks are in the heart of the older portion of the field. There are no flowing wells in the territory immediately adjacent to them, but quite a number of pumpers and deserted rigs were easy prey to the flames. The fire burned a pathway through the section of the field which was the scene of the first oil development, east of the Barrett tests. It went on to the Rio Bravo property on the south, sweeping the ground clean and burning the compressed air stations of the Drillers Oil Company, the Ninety-Nine Pumping Company and J. H. McEvoy. A dozen wells were being pumped from these plants and when machines were put out of business the wells ceased producing. Most of them have been gotten in shape again and are again in the active list.

General Manager C. H. Markham, of the Guffey Company, was on the way to Houston when the fire started. He went to Humble and remained until it was extinguished. General Superintendent John F. Fisher went to the field from Houston in an automobile.

The list of property damaged or

destroyed is as follows:

J. M. Guffey Petroleum Company—Two 55,000 barel steel tanks; 44,260 barrels of oil; one derrick.

Drillers Oil Company—One air plant consisting of five boilers and two compressors.

J. H. McEvoy—One air plant consisting of eight boilers and four compressors.

Ninety-Nine Pumping Company—One air plant consisting of seven boilers and five compressors.

A. B. Miller—One complete drilling rig.

Moonshine-Producers Companies—Two derricks; two standard rigs; four 1,200 barrel tanks; 1,800 barrels of oil.

Sinclair and Crosbie—Two standard rigs; four 600-barrel tanks.

McKallip—One derrick; one standard rig; two 250-barrel tanks and four 600-barrel tanks; 700 barrels of oil.

L. M. Hoag—Two 1,500 barrel tanks.

McKallip, Hoag and Putnam—One derrick; one standard rig.

F. D. Smith—Two 600-barrel tanks; 750 barrels of oil.

Horse Jack Oil Company—One derrick; one standard rig.

Rio Bravo Oil Company—One derrick; one standard rig; two 1,500 barrel tanks.

Lone Acre Oil Company—One derrick; one standard rig; two 600-barrel tanks.

Hamilton—Two derricks.

Landslide Oil Company—One derrick.

Tenderfoot Oil Company—One derrick.

Kleiser and Cherry—One derrick; one standard rig; two 600-barrel tanks.

Gourlerry and Smith—One derrick.

Total—12 derricks; 2 standard rigs; two 55,000 barrel steel tanks; 24 wooden settling tanks; 20 boilers; 11 compressed air machines; one drilling rig; 47,410 barrels of oil.

Some of the machinery in the air plants is in shape to use again, and the bottom of one of the big tanks and one ring of steel can be used. The salvage, however, is inconsidrable. The actual loss is figured at $76,775. The Guffey steel tanks will be replaced immediately. The company's six-inch pipe line from Humble to Sour Lake was completed on August 12 and would have been in operation on the 14th, but for the destruction of the steel tanks at the pumping station. It is expected that the line will be carrying oil by the end of the week, or first of next.

Directors of the National Supply Company on July 31 elected the following officers: President, William Hardee; vice president, W. C. Hillman; second vice president, James H Barr; secretary, C. W. Pratt; treasurer, E. B. King; assistant secretary and treasurer, R. J. Free. Col. C. W. Pratt, who was elected secretary, was a member of the firm of Bayne, Wilson and Pratt, which was merged into the National Supply Company five years ago. Mr. Hardee succeeds Henry M. Wilson, whose death occurred several weeks ago.

CRUDE PRICES.

Quotations on Credit Balances as Posted by the Pipe Lines.

J. M. Guffey Petroleum Company

Humble	17 cents
Batson, 22 gravity or better	26 cents
Batson, under 22 gravity	29 cents
Saratoga	22 cents
Sour Lake	28 cents
Spindle Top	26 cents

Above prices posted August 17, 1905.

The Texas Company

Batson	21 cents
Saratoga	22 cents
Sour Lake	28 cents
Humble	17 cents

Above prices posted August 16, 1905.

These prices do not represent the figures paid for oil delivered under contract for a term of days to the refinery companies, except in the case of the heavy oil at Batson.

FIELD OPERATIONS TO AUGUST 15

	Wells Drilled	Wells Completed	Wells Abandoned	Wells Drilling	Wells Rigged	Production	Est. Stocks
Beaumont	1	4	2	2	2	1600	*
Sour Lake	5	2	1	1		7300	1019119
Saratoga	1	7	5	1		6625	225000
Batson	1	6				11000	105000
Humble	10	51	8			56000	5812410
Glenflow	1	3	1	1		31000	7300000
Totals	15	57	17	5	1	113025	*14461529

*Estimates of stocks on hand in the Beaumont-Port Arthur district vary from 7,000,000 to 9,000,000 barrels. Accepting the lesser amount as a conservative estimate would indicate that the total of stocks in the Texas-Louisiana districts is not far from 22,000,000 barrels.

RAILROADS REDUCE THE NORTHBOUND RATES ON REFINED OIL.

In announcing that they have lowered their rates on shipments of refined oil northbound out of New Orleans to agree with the rates on southbound shipments from Chicago, Cincinnati and Louisville, the railroads have granted what was asked for in the petition of the Gulf Refining Company, of Port Arthur, Texas, to the Interstate Commerce Commission. Both the Louisville and Nashville and the Illinois Central lines have filed the schedule of new rates.

Under the former schedule the rate on northbound shipments of refined oil from New Orleans to Chicago was 41 cents for each 100 pounds, against a southbound rate from Chicago to New Orleans of 23 cents.

From New Orleans to Cincinnati the rate was 39 cents, against a southbound rate from Cincinnati to New Orleans of 22½ cents.

From New Orleans to Louisville the rate was 35 cents, against 18 cents for southbound shipments from Louisville to New Orleans.

It was charged in the Gulf Refining Company's petition that the rates, as they stood, constituted discrimination in favor of the Standard Oil Company, and its allied corporations, whose refineries are situated, in most instances, north of the Ohio river, and that the Standard enjoys practically a monopoly of the refined oil trade in the territory adjacent to the lines mentioned and that the high rates on northbound shipments prevented competition in this territory of the refineries in Texas and Louisiana.

The reduction of the northbound rates will extend the field for the sale of Texas oil, and will make it an active competitor with northern oil in territory heretofore supplied entirely from the refineries north of the Ohio river. The Gulf Company ships refined oil from Port Arthur, Texas, by water to New Orleans. Shipments out of New Orleans must be made in tank cars by rail. The importance of the equalization of freight rates will become more apparent as time passes and the market for Texas refined is extended.

ADDITIONAL COMPANIES JOIN IN THE FIGHT ON THE KENNEDY LAW.

Following the action of the Gulf Refining Company, the J. M. Guffey Petroleum Company, the Higgins Oil and Fuel Company, the Texas Company, the Sun Company, and the Sun Pipe Line Company, a number of oil companies and operators have enjoined Comptroller Stephens of the state of Texas from collecting taxes under the Kennedy law, as interpreted by the attorney general. Among those suing out writs of injunction are the following: Heywood Oil Company, Rio Bravo Oil Company, Landslide Oil Company, National Oil and Pipe Line Company, Paraffine Oil Company, Lone Acre Oil Company, Richardson-Gay Company and George H. Herman. It is believed that if it came to a test the courts would not uphold the opinion of the attorney general, and the impression prevails that he will modify his views so as to make litigation unnecessary.

Among the Beaumonters, identified with the oil business, who have visited the Portland Exposition this summer are J. C. Walker and J. M. Lovejoy, J. C. Wilson, J. F. Keith and Captain W. C. Tyrrell.

RAILROAD COMMISSION HEARS TESTIMONY ON THE I. & G. N. APPLICATION.

The Texas Railroad commission on August 15 and 16 heard testimony and arguments on the application of the International & Great Northern railroad to absorb a portion of the pipe line charge on oil pumped from the Humble field through the Texas Company's line to Houston, and there loaded on the cars of the International for shipment to various points in the state.

The exact language of the application, as filed with the commission, is as follows:

To absorb the difference betwen the pipe line charge to the loading racks at the station of Humble and that to the loading racks of said railroad company at Houston, to-wit: Five cents per barrel when destined to points to which the rates from Humble and Houston are the same or when the rate from Humble is lower. When the rate from Houston is lower than from Humble, to absorb only so much of said difference of 5c per barrel as will equalize the total charges from the two points.

Judge J. L. Autry appeared before the commission for the Texas Company to argue in behalf of the application. Sinclair Taliaferro, representing the Mutual Storage Company, the J. M. Abbott Oil Company, the Morning Star Oil Company, House & Beatty and W. F. Brice—practically all of the fuel oil dealers shipping out of Humble—was there to urge that the application be granted. In addition Messrs. E. A. Sterling and W. L. Coleman, officers of the Mutual Storage Company, and D. B. Cherry, president of the J. M. Abbott Oil Company, were present and gave reasons why the facilities for shipping oil should be extended. They favored the application of the International road.

Only one interest was represented on the other side—the Southern Pacific Company. Judge H. M. Garwood appeared for the Southern Pacific. Various officials of the company, including General Manager W. H. Van Vleck and Traffic Manager H. A. Jones, were called upon to give testimony, calculated to show that at the present time the Southern Pacific is affording every facility for the prompt shipment of Humble oil in tank cars. In direct contradiction of their statements Messrs. Sterling and Coleman testified that they could not get sufficient tank cars to make their shipments. Mr. Sterling attributed the trouble to the Southern Pacific's partiality to its own fuel oil purchasing agency, the Rio Bravo Oil Company. He said that the Southern Pacific could not take care of the Rio Bravo business and give the other shippers satisfactory service. He was always short of cars—sometimes needing more than a hundred in excess of the number allowed him by the railroad.

The Houston East & West railroad, operated by the Southern Pacific, is the only line touching the town of Humble. Until the Texas Company built an eighteen mile pipe line to the International tracks at Houston the Houston East & West enjoyed a monopoly of the rail shipments of Humble oil. The extension of shipping facilities to the International naturally creates competition and takes a certain amount of the business from the H. E. & W. T. railroad. It is strictly business for the Southern Pacific to oppose the International's arrangement with the Texas Company's pipe line. The Southern Pacific had a monopoly on oil shipments from Sour Lake. It is a matter of record that commercial freight, consigned to Sour Lake, was held on side tracks on the main line for weeks while the railroad company moved hundreds and thousands of cars of fuel oil for its own use over the Sour Lake branch. At that time it needed the oil to fill its storage tanks with a reserve supply. Jennings and Humble have furnished a lot of cheap oil and today the Southern Pacific storage tanks at the various stations are reported to be well stocked with oil.

While shippers and dealers at first opposed the application of the International road, they afterward realized that an increase of facilities such as is provided by the pipe line to Houston, would relieve the situation and they accordingly swung into line on the side of the International. Some forty or more consumers of fuel oil, who have had difficulty at times in getting their supply, wrote letters urging favorable action on the application, and these communications were presented at the hearing.

John Porter Hollis, special agent of the Bureau of Corporations at Washington, was present at the hearing and occasionally participated in the questioning. When it was brought out that the Higgins Oil & Fuel Company gets a rate of 5 cents per 100 pounds, or about 15 1-2 cents a barrel, on train loads of oil from Humble to Sabine Pass, through an agreement between the Southern Pacific and the Standard Oil Company's steamship line which transports the oil to New York, Mr. Hollis wanted the investigation to go on along this line, but the railroad officials appeared to be reticent on the subject, and the inquiry did not proceed very far.

In making his final argument against the granting of the application Judge Garwood took the position that the railroad commission had no authority under the law to approve such an arrangement as is proposed. He said it would amount to the granting of a rebate and that it would be contrary to the law.

Judge Autry cited an instance where a railroad had been permitted to absorb the charge for transferring freight across the Mississippi river by wagon, and where a contract, made between the railroad and the hauling company, had been upheld by the United States Court. He said there were numerous instances where arrangements similar to the one proposed between the International and the Texas Company had been ratified. The Southern Pacific's relation to the Rio Bravo Oil Company, he said, made it impossible for the shippers, not connected with the railroad, to get a fair shake when it came to a matter of the railroad handling its own oil and that of others.

The railroad commission took the application under advisement and reserved its decision.

A great many interesting facts were brought out in the hearing. It was the intention of the Oil Investors' Journal to get a full stenographic report of the proceedings for publication in this number, but it could not be prepared in time. However, if the matter has not been decided by September 1, some of the report, covering testimony on important points, will be used in the September 3 number.

OIL CITY DERRICK'S COMMENT ON THE NEW ORLEANS RATE REDUCTION.

The Oil City Derrick is not willing to admit that the hight rates on north bound shipments of refined oil out of New Orleans constituted discrimination in favor of the Standard Oil Company and against the refineries of Texas and Louisiana. In an editorial on August 14, the Derrick says:

A new tariff of rates for transporting Southern oil northward by rail was arranged on Friday, before the Interstate Commerce Commission, by the two roads —Illinois Central and Louisville & Nasaville—chiefly interested in this traffic. Their peculiar comments indicate that a good many newspapers are widely astray in their estimate of the matter. Some describe it as a vital blow to the Standard, an opinion based upon misconception of the situation. The old rates were fixed as a mere form when the South had no oil to ship and litle prospect of any. Three years ago Texas refined products began to be shipped abroad by water from Port Arthur to Europe and Asia. Although Texas crude is used mainly for fuel, it can be made to yield from twenty to thirty per cent. of valuable manufactured products. Exporting some of these to foreign lands brought them into competition with Rusian oil and Standard refined beyond the Atlantic, besides which the home artic'es supplied the local markets partialy.

The Texas field extended its borders greatly and Louisiana swelled the production. In response to a demand for a general reduction, the schedule has been conformed to the rates on oil going so: th. The Standard bore no part in establishing the rates originally and did not oppose the recent change, which is purely an equalization. The chief effect will be to give Southern oil a better opportunity to reach Northern consumers. If 100,000 barrels of Texas-Louisiana crude should be refined daily, it would mean a large addition to the quantity of illuminating oils that must be marketed somewhere. In other words, Pennsylvania, Ohio and West Virginia producers may have to meet the fierce competition of the equivalent of 20,000 barrels of refined products a day from the Gulf regions.

Carnes, Bass & Benckenstein have completed arrangements to incorporate their properties and pipe line as the Delta Oil Company with $1,250,000 capital.

Texas-Louisiana Petroleum Record and Oil Investors' Journal

FOURTH YEAR.

Published on the Third and Eighteenth of each Month.

Entered as Second-Class mail matter at the Post Office at Beaumont.

Subscription Rate $2.00 a Year, payable in advance.

"The Oil Investors' Journal is the title of a semi-monthly published at Beaumont, Texas, that is worthy of its name. It is doing honest and faithful work for the oil producers of Texas and the general public."—From editorial columns Oil City Derrick, April 22, 1903.

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HOLLAND S. REAVIS, Owner and Editor.

KANSAS-TO-THE-GULF PIPE LINE PROJECT AT A STANDSTILL.

It is announced from Pittsburg that the project to build a pipe line from Kansas to the Gulf of Mexico is at a standstill. Options on a number of the properties that had been tested and were to be included in the deal expired on August 5. Operators from Kansas and Indian Territory who went to Pittsburg to confer with the financial interests that were mentioned in connection with the scheme have returned to the west. For the present, at least, the matter will rest as it stands. The proposition involves the immediate outlay of some $7,000,000 and it will be carefully and cautiously worked out when it does come to a head. No statements are forthcoming from the Mellons, who were asked to finance the project. A pipe line from Kansas to the Gulf of Mexico has been regarded by oil men as both feasible and practicable ever since the middle western and southwestern fields were developed. It is believed that such a line will be built at no very distant day.

That story which the Galveston News and Beaumont Enterprise published on August 15 about rumors being afloat at Humble to the effect that guards armed with Winchesters stood at the gates during the fire in the Texas Company's tanks and drove workmen back into the enclosure to fight the flames, causing many to lose their lives, looks like the beginning of a damage-suit lawyers' campaign. Even damage-suit lawyers work the newspapers, and it seems to be as easy to do in Texas as in other states. President Cullinan of the Texas Company asked the sheriff of Harris County to investigate the report, and the sheriff found nothing more tangible than hot air.

Even the yellow fever does some good. It has put the fiend who throws banana peelings on the sidewalk out of business for a while. Fruit ships from the tropics are not allowed to discharge their cargoes at New Orleans and a banana famine is the result. Now, if something would only happen to the goober crop—something that would render extinct the idiot who eats peanuts on the cars and throws the shells on the floor—the country could be happy, despite the fever.

Out in Kansas the editors talk about a $7,000,000 scheme, like the Gulf pipe line, as if it were a mere trifle. Long familiarity with money makes the pencil pushers careless in discussing millions. Everybody knows that editors are usually rich, that they ride about in automobiles, smoke dollar cigars and drink wine with every meal—until the alarm clock gets busy and wakes them up.

A Humble photographer walked eighteen miles to Houston to get paper on which to print the pictures of the fire that appeared in the last number of the Oil Investors' Journal. He couldn't get a train or rig, so he hoofed it. Talk about Hearst's American or the New York World! If you want to see real newspaper enterprise come to Southeast Texas—or sent $2 for a year's subscription to the Oil Investors' Journal.

It was the Houston Chronicle and not the Post which said that C. E. Barrett could sign his check for $200,000—and get the money on it. The Oil Investors' Journal regrets that it credited the story to the Post in a recent editorial.

Lightning seems to be playing an all-summer engagement in the Southeast Texas oil fields. It struck two 55,000 barrel steel tanks simultaneously at Humble on August 8. Looks like a conspiracy between the elements and the producers to destroy the supply of oil in storage and run up prices. Newspaper sleuths in search of a red hot rumor, are invited to follow this up. It ought to be good for a column, at least.

Some Texas newspapers are constantly trying to stir up something in the oil industry. Rumors of conspiracies, secret agreements between the pipe line companies, Standard control of everything above ground and the daily crushing of the small producer, are favorite topics for stories. News of the progress of the industry and of operations and developments is almost ignored, and usually, when handled at all, is so badly garbled that oil men laugh at it. No idea of conservatism is permitted to enter into the treatment of oil news. The industry is apparently not looked upon as is the lumber, rice or railroad business. Any old false alarm can "steer" a reporter into writing a column of insinuations and accusations against the various interests that are trying to handle the product of the Texas fields. Men without standing in the oil industry are made to speak for it. Real estate boosters, fakirs and dead beats break into print at will. It is one continuous round of stray shots while the legitimate news of the industry is passed up. Anonymous authorities are given columns in which to east slurs on the pipe line companies, and gold bricks such as the statement that Humble oil is worth $12 a barrel to the refineries, are accepted with thanks—and printed without question or qualification. So long as newspapers follow this policy in the treatment of the oil industry they can expect neither the respect nor support of oil men. The oil business has brought scores of millions of dollars into Texas in the last four years, and thousands of desirable citizens. It is one of the biggest things in the biggest state in the union and it deserves dignified and sane treatment from the newspapers.

Hot air and hypocrisy are prominent features of the tirade against the rich which is now occupying the editorial space of many newspapers. Editors write stinging denunciations of the money getters with one hand, while with the other they reach out to the patent medicine fakirs, the quack doctor frauds and the get-rich-quick swindlers for advertisements that will create revenue for their papers at the expense of their readers. An editor who will run a fakir's advertisement is not better than the crook who stands guard on the outside while his partner dynamites a bank vault. He is more of a sneak than the bank robber's "lookout," for he poses as a teacher of public morals while he divides the swag with the fakir who advertises his swindle in the paper. If you pay him enough the editor will print your bait for the suckers as a news item, in the news

SHIPMENTS OF OIL FROM PORT ARTHUR

DATE	RIG	NAME OF VESSEL	LOADED BY	CONSIGNEE	DESTINATION	GRADE	Quantity in Barrels
Aug.							
1	S. S.	Larimer	Gulf Ref. Co.	Gulf Ref. Co.	Bayonne, N. J.	Solar	15,847
1	"	"	" " "	" " "	" "	Lubricating	2,120
1	"	"	" " "	" " "	" "	AsphaltOil	2,032
1	"	"	" " "	" " "	" "	Crude	8.174
1	"	"	" " "	" " "	" "	Asphalt	1.216
2	"	Silverlip	" " "	For Orders	Dover, Eng	Refined	72.830
7	"	Lansing	" " "	For Orders	New York City	Crude	39,878
7	"	Winifred	" " "	Gulf Ref. Co.	Tampa, Fla	Crude	20.738
7	Barge	Allegheny	" " "	" " "	" "	Refined	2,170
7	"	"	" " "	" " "	" "	Lubricating	44
7	S. S.	A. F. Lucas	Texas Co.	Standard	Constable Hk	Crude	40,811
8	Barge	Flyton	" " "	Texas Co.	New Orleans	Crude	6.046
11	S. S.	Northtown	" " "	Standard	Constable Hk	Crude	33,766
12	"	Catania	Gulf Ref. Co.	Gulf Ref. Co.	Baltimore	Solar	19,048
			Total (bbls)				254.724

SHIPMENTS OF OIL FROM SABINE

DATE	RIG	NAME OF VESSEL	LOADED BY	CONSIGNEE	DESTINATION	GRADE	Quantity in Barrels
Aug.							
6	Barge	No. 92	Security	Standard	New York	Gas Oil	36,018
6	"	"	Security	"	" "	Crude	253
6	S. S.	Roma	Sun P. L. Co.	Sun Co.	Marcus Hook	Crude	28,649
10	"	Paraguay	"	"	" "	Crude	18,316
14	"	Washtenaw	"	"	" "	Crude	26,828
14	Barge	No. 94	Security Oil Co.	Standard	New York	Gas Oil	49,521
14	"	"	"	"	" "	Crude	396
			Total (bbls)				159.981
			Total, both ports				414.705
			Crude	213,858			
			Other Grades	200,847			

columns, without a mark or sign to identify it as an advertisement. Paying enough for it justifies such methods in the eyes of the newspaper proprietor. Money! Money! If you have the money, you can get it in the paper! Not one of the thieving turf investment concerns could have done business if the papers had refused their money. Not one of a thousand other schemes for robbing the people could have prospered if the newspaper proprietors had not gone into partnership with the bunco gamesters who promoted them. Ah, the righteous press—the molder of public opinion—the counterfeit molder! Cut out the take ads and then jump on the big rich!

AN EXAMPLE OF NEWSPAPER ACCURACY IN DEALING WITH TEXAS OIL FIELD NEWS

The Humblodt oil field, seventeen miles northeast of Houston, Texas, was badly damaged by an earthquake in December, 1904. Fissures were opened in the earth and mud was thrown out. Derricks were damaged and valuable machinery ruined. Oil and mud were thrown out of wells, in several instances 300 feet high. The shocks extended over a period of fifty minutes.—Kansas City Star.

The foregoing from the Kansas City Star was tacked on to a story about the big fire at Humble last month. Taken altogether it is pretty accurate for newspaper account. Of course the name is wrong and of course there was no earthquake at Humble in December or at any other time, but these are trifling deviations from the facts—trifling even for a model of newspaper "accuracy" such as the Kansas City Star. The only thing that is open to criticism about the Star's story is the last sentence, describing the exact duration of the "shocks." This is putting it a little strong, and is almost an imposition on a credulous public. Most of the articles that appear in the newspapers concerning the Texas oil fields are fully as accurate as this gem from the Star. Every month or two there is a column about how the Standard eats 'em alive in Texas, how it swallows all the independent producers without a gurgle and then sits around waiting for a fresh batch of victims. Horrible of true, but no truer than the earthquake story. Even the Texas newspapers are shy on facts about the oil business down here. Faking correspondents send out the stories of earthquakes and absorptions and the Texas papers bite like the others, situated at more remote points. A little leg work, a little investigation, a little good newspaper judgment and ability would prevent the publication of many ridiculous and inexcusable romances about the Texas oil industry.

WHERE DID WILLIAM E. CURTIS GET HIS "DOPE" ON TEXAS OIL?

Mr. William E. Curtis of the Chicago Record-Herald is one of the highest salaried newspaper men in the country. He goes about in a private car, has a private secretary and writes a column or two every day on any topic that he chooses to discuss. His articles invariably appear in the first column on the first page of his paper. He doesn't try to find sensations and he makes readable matter out of the most commonplace things. In July he visited Texas. Needless to say he found a plenty to write about. This is the biggest state in the union, and Mr. Curtis might have stayed here a year and found an interesting subject every day.

After the above paragraph no one can accuse the Oil Investors' Journal of entertaining anything but the kindest feelings toward the gentleman from Chicago with the private car and the private secretary. However, when Mr. Curtis touched on the Texas oil industry in his letter of July 6, dated at Austin, Texas, some 240 or 250 miles from Beaumont, he went a little wrong, and it will do no harm to jerk him up on his facts—even if he does have a private car and a private secretary. Here is what he said about Texas oil:

After agriculture as a source of wealth

comes oil, which was discovered only recently. The first well was struck January 10, 1901. Since then the development has been very rapid, and within four miles of Beaumont there are more than fifty "gushers," the least of which, it is claimed, produces more oil than any other well that was ever discovered in any other district of the world. The first well drilled in Texas threw a stream of oil six inches in diameter to a height of 150 feet, and the pressure was so great that it could not be put under subjection for ten days. It now flows 25,000 barrels a day and has gone as high as 70,000 barrels a day. It has filled a 35,000 barrel tank in twelve hours. This well alone will produce in a given time as much oil as all the wells in the state of Pennsylvania combined, while the fifty wells in the Beaumont district are capable of producing in one day as much oil as West Virginia, Ohio, Indiana and California combined have produced from petroleum was discovered.

This is not illuminating oil, however. It is a low grade, fit for fuel only. Experts estimate that the fifty wells combined produce in a single year what is equivalent to 365,000,000 tons of good steam coal, worth $730,000,000 at Galveston or any other Gulf port. The cost of producing this oil does not exceed one cent for five barrels and it can be delivered almost everywhere in Texas for 69 cents a barrel.

These figures are startling, but they are not questioned by authorities here. The Beaumont oil field is in Jefferson County, in the extreme southeastern part of the state, near the Louisiana boundary, eighty-four miles east from Houston and eighteen miles from Port Arthur, the nearest seaport on the Gulf of Mexico. Investigation has satisfied mineologists that the supply is inexhaustible. It is asserted that 160 acres of ground in Jefferson county alone can furnish petroleum enough to run every factory in the United States, every merchant steamer and man-of-war that carries the American flag, and every locomotive that runs upon railways in this country indefinitely.

This is a most extraordinary statement and when you realize that this source of supply is only eighteen miles from a seaport with a good harbor, and only a little farther away from several other harbors, your imagination, if not your reasoning, can perceive the important relations between the Beaumont oil fields and the industrial and transportation problems of the world.

Beaumont would be glad to admit that all Mr. Curtis has written is true—if it were true. Unfortunately, it is not even distantly related to the facts. It sounds very much like some of the stock company prospectuses which used to emanate from this point four years ago. It would be unkind, however, to suggest that Mr. Curtis got his information from one of these relics of boom days.

Inasmuch as Mr. Curtis may visit Texas again, some day, the Journal feels called upon to enlighten him, so that he will not repeat the mistakes he has made.

To begin with, there is not a gusher in the Beaumont district. Over at Humble, 80 miles west of here, there are a few. But not big ones. There have been no gushers worthy of the name in the Beaumont district since 1902. And the greatest of them, in their best days—to say nothing of the least—never equalled the monster spouters of the Russian fields.

Mr. Curtis says that the first well—presumably the Lucas gusher—now produces 25,000 barrels a day. This is what a boy of the streets would call a very bum steer. The Lucas well has not produced a barrel of oil in nearly four years. It blew out before it was completed, and efforts to make it a steady producer were futile, although it flowed, uncontrolled, for nine days at the beginning.

The "fifty wells in the Beaumnot district" have never produced at the rate Mr. Curtis would have his readers believe. The California wells alone yielded more oil last year and the year before last than the wells of any other state.

The statement that Texas oil is not illuminating oil, but fit for fuel only, sounds like an echo of the years gone by. Mr. Curtis might have found out that the refineries in Southeast Texas are supplying illuminating oil, not only to the south, but to northern Atlantic coast points and to Europe. Fifteen thousand barrels of Texas crude are run through the refineries every day, and not less than one-seventh of this amount—more than 2,000 barrels a day—comes out as illuminating oil of good quality.

The experts who supplied Mr. Curtis with his figures as to the value of the oil produced down here are worthy of a high place in Secretary Wilson's department of agriculture. The fifty imaginary gushers produce oil that is worth $730,000,000 a year as the equivalent to coal! Wouldn't such a statement make one of the old time Beaumont promoters green with envy! Why not say a billion and be done with it? The most accurate statistics of oil production in Texas last year make the total yield 22,241,413 barrels, valued at $8,156,220 at the wells. Mr. Curtis only missed it by a trifle of $771,000,000 and a few unimportant hundreds of thousands.

"The cost of producing this oil does not exceed 1 cent for five barrels"—who has been trying to sell Mr. Curtis some oil stock? Ask the operators at Humble about the cost of producing oil over there. Some paid $100 a barrel and no doubt there are a few that spent $10,000 each and have not a barrel to show for it.

The final paragraphs of Mr. Curtis' letter are based on the misinformation

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that makes up the part which precedes. It would be fine if all he says were truth instead of fiction.

But it might have been worse. He didn't say that the Standard Oil Company owns every visible thing in the Texas oil fields.

SHERIFF ANDERSON RUNS DOWN AN ATROCIOUS FAKE ABOUT THE HUMBLE FIRE.

The Galveston News and Beaumont Enterprise on August 15 published the following, in the form of a special dispatch from Houston:

It has been whispered around for several days that some rather ugly facts in connection with the big oil fire at Humble, the first one, that destroyed the twelve big tanks of the Texas company, holding a quarter million barrels, have not yet been printed. The one that is attracting most attention is relative to the number of lives lost and what might have had something to do with the large mortality.

Mr. J. G. Blackburn, who has been a deputy sheriff there for some time, was asked if the exact number of people who were cremated there had ever been determined. He replied that it had not been exactly fixed upon, but that a great many letters of inquiry had been received from persons in this city and other parts of Texas, asking about men who were out there and had not been seen since the fire.

These facts and what is known about the fight against the fire made him believe that between forty and fifty persons were burned to death. The fact that only eight or ten heaps of ashes were accepted as those of human beings did not cover or make complete the case, because there were many completely consumed, not even a bone being left.

When asked how it happened that so many were unable to escape, he said: "You know there were only two gates in the wire fence through which men and teams could escape, and that guards had been placed at the gates with Winchesters and instructed not to allow the men to come out until the situation was hopeless." He stated his understanding was that these instructions were followed, which largely accounts for the heavy loss of life at the fire.

On the afternoon of the 15th the Houston Chronicle used a rehash of the same story.

Immediately on seeing the dispatch President J. S. Cullinan of the Texas Company embodied it in a telegram to Sheriff Archie Anderson of Harris County and requested an investigation without delay, as follows:

"The Texas company records, made from reports of all foremen and timekeepers the day after the Humble fire, show that all our men were accounted for alive, investigation to that end having been made promptly following the reports of the heavy loss of life at the Humble fire, and when this information was ascertained it was promptly wired to our offices and bulletined for the purpose of answering the many inquiries received from relatives and friends of our employes. At a later time, when the fire had somewhat subsided and human remains were found, the coroner at Humbel was promptly notified and called on to investigate and hold inquest over the remains that were found. The results of the coroner's investigation, as reported by us, show that there were four unfortunate victims of the fire.

"In view of the fact that one of your

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deputies is given as authority for the statements published, I hereby demand, in behalf of the Texas Company, that the fullest investigation of the facts be made through your office, through the coroner at Humble, or any other proper source, and to assure yo of our fullest co-operation and aid in such investigation. The charges may involve a high degree of criminal responsibility on the part of unnamed persons, and, if true, public interest demands that they be identified and published, and, if false, a statement to that effect should be promptly made."

Sheriff Anderson took the matter up at once, found out that the story was based on idle rumors and on August 16 wrote President Cullinan a letter in which he said:

"Your telegram of yesterday was received and its contents fully noted. In reply will say that on Sunday, the day the fire originated in yo r company's tanks, I was at Palestine, Texas. On Tuesday following I went to Humble for the purpose of investigating the extent of damage done. After making inquiry I learned from the coroner there that he held inquests on the remains of four human beings. I saw and talked to a great many people, both white and black, among them some white ladies, and in no instance did any one say that they saw armed guards there. One of those whom I talked to was a Mr. Hart, who was my deputy, and who told me he was guarding (or watching) yo r tanks. He told me he had no instructions to stop any one from making their escape from the fire, nor did he see any armed guards at the gates or in the vicinity. I believe since this occurrence Mr. Hart has left the employ of the Texas company.

"I will state that in my search and inquiry I was told that your company offered from $5 to $7 per hour to aid in putting o t the fire. I learned of an instance where two valuable mules were hitched to a plow and were foul. A negro rescued them and he was liberally rewarded. One negro whom I talked to was handling a pair of mules on the south end of yo r holdings, and he mounted one of the mules and brought them both out.

"I think possibly reports to the contrary of this are exaggerated. However, I will investigate further. In conclusion, will say, if Mr. John G. Blackburn, deputy sheriff, knew matters to be as serious as set forth in yo r communication, he should have reported same to me."

Nick Lambrecht, justice of the peace in the Humble precinct, made the following statement to the Houston Post regarding the rumor:

"I was on the ground during the fire Sunday afternoon. A negro had been killed by lightning at the same time that the oil in the tank was set on fire. I held an inquest over the body and remained at the fire until about dark, watching it and the men at work on the inside of the inclosure. I did not see any guards at the gate and do not see how there could have been any there unless I had sen them.

"I went back to the fire the next afternoon and made a search for the bodies and made a thorough investigation in line with my duties in holding the inquests. We found four remains. They were only parts of bones. This is all we found.

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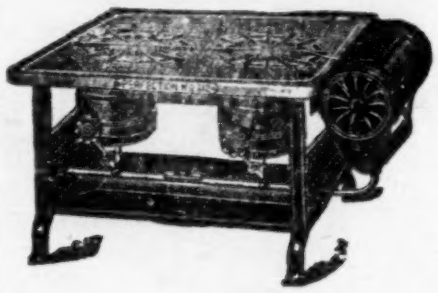

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If not more than four men were burned it must have been reduced to ashes, leaving nothing to identify them. I talked to a great many people who were present at the time of the boilover, and before working on the inside; none of them ever mentioned to me that there were armed guards at the gates. It must have been ten or twelve days after the fire that I first heard this report about the armed guards being at the gate. At that time I heard it from the same source from which it emanates at the present time. I made an investigation at that time, by talking to dozens of men who were on the inside of the fence working about the fire. None of them knew anything about it. I am convinced that if there had been anything in the report some of those whom I talked to would have known something of it, and that they would have told me, for they are all my friends."

S. R. Bates, head deputy for Sheriff Anderson at Humble, and formerly a member of the Texas Rangers, was quoted by the Post on August 17 as follows:

"I went out to the fire after it first started on Sunday afternoon. There were men and teams at work on the inside of the inclosure at the time. I had heard it stated that there were no openings whereby the men could make their escape should an emergency arise, and I went to Mr. Hart, the head watchman and asked him about it, and he told me that the fence had been cut in two or three places, having taken this precaution in order that the teams could be driven out in case of emergency. I did not see any armed guards at the gates, and would undoubtedly have seen them had they been there.

"Two or three days after the fire I heard the report that there had been armed guards at the gate, and at that time made an investigation, but was unable to find the slightest foundation for the reports."

The newspapers which printed the original story, without investigating it or giving the officials of the Texas Company an opportunity to express themselves, are open to the severest censure. It is a rule in every well organized newspaper office that when a story comes in which contains charges of a serious nature against either an individual or a corporation the accused shall be allowed to affirm or deny the charges. The statement that armed guards forced workmen to sacrifice their lives in the fire was a frightful accusation. Yet the story was published as it was received, and no effort was made to investigate it or to get a statement from the company.

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HIGGINS OIL AND FUEL COMPANY PREFERS TO STORE CHEAP OIL RATHER THAN SELL IT.

Stockholders of the Higgins Oil and Fuel Company have received the following letter from the company:

At the adjourned stockholders' meeting held on June 20th, the following Board of Directors were elected: Messr. John N. Gilbert, W. S. Davidson, T. H. Franklin, F. D. Minor, Henry J. Bowdoin, John F. Shepley, and C. L. Wallis. A few days later the Board organized and elected Jon. N. Gilbert, president; C. L. Wallis, vice president and manager; L. L. Donnelly, secretary, and W. S. Davidson, treasurer.

In the matter of dividend, the Board did not declare the same for the following reasons: Having expended considerable money in the Humble field in development, and also in the purchase of oil while it has been so low (of which we are now carying a large stock in storage), and the probability of our having to spend some money in the new prospective field near Dayton (in which field we have considerable holdings) and not desiring to sell any of our accumulated stock of oil at present prevailing low market price, it was not deemed advisable to declare a dividend, as we are not issuing any additional stock, nor have we any bonded debt, all new development work must come out of the earnings, and as the price of oil has been very low the past five months, it has decreased our earnings very materially, though not withstanding this, we have been able to make some gain each month, but it has all been put back in improvements and in oil.

We regret, indeed, to report that the Governor signed the unjust Kennedy Tax Bill, taxing all oil produced by us 1 per cent of its value and 2 per cent on gross sales of oil; together with a 2 per cent tax on revenue from car mileage received from the railroads, also on pipe line earnings, which we hope, however, may prove unconstitutional. If not, it will work a hardship upon us, and other companies and producers. Yours truly,

HIGGINS OIL & FUEL COMPANY.

The Higgins Company did not pay a dividend in April, but with a rising market this fall it is considered reasonably certain that the company will pay in October.

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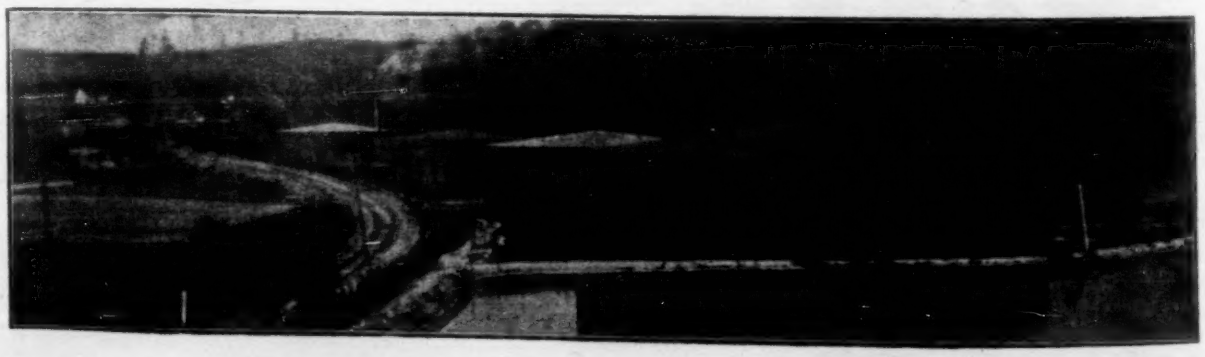

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